

LIVE MOTOCROSS



BRIT
HERO

A MONUMENTAL SEASON

SIMPSON



THORMX.COM



TH
OR
16

NOT A SKINNY JEANS FAD

2016 PRIME FIT SQUAD
THE NEXT LEVEL OF FORM FIT CHASSIS.



ALPHA

Our most technical ANSR Hi-End apparel, the Alpha line was developed with the true motocross racer in mind. A combination of premium fabrics, lightweight construction and multiple ventilation panels throughout allows you to perform at the highest standards.



VIBRANT/FADE-FREE GRAPHICS

Vibrant, fade-free sublimated fabrics that don't fade after multiple washes



ATTACK POSITION

Pre-shaped knees fit best in "attack position" with room for knee braces



LEATHER

Genuine leather inner knee panels resist burning & hot exhaust temps



2016 **ANSR**

Distributed in the UK by



THE MAN IS BACK

After months out due to a doping ban, the once fastest man on the planet James 'Bubba' Stewart returned to race the Red Bull Straight Rhythm at Fairplex in Pomona, California.

"I appreciate everybody that's been supportive of me while I was off," Stewart said of his return after a 16-month suspension from competition. "You don't understand how good this feels, I'm just stoked right now. And congratulations to my brother for stepping-up and winning his class. There was a lot of pressure on me. When I won that first race and I heard these guys cheering for me... it's been over a year since I've had that. It's just unbelievable. I thank everyone so much."



WATCH
THE
VIDEO





WATCH
THE
VIDEO

MONSTER ENERGY CUP





Huge success at the Monster Energy Cup

The sport seems to be in safe hands on two points, one being the continued investment from Monster Energy into motocross in USA and in Europe. Both the Monster Energy Supercross and World motocross championship are both moving in the right direction, which is great news for everybody involved.

Secondly the next generation of Super Mini stars raced the MEC in Las Vegas in front of a packed Sam Boyd Stadium, to have that much coverage at such a young age is amazing - good work all.

The overall winner of the Super Mini class was Lance Kobusch.

"I had a pretty good start and just kept my head down," said Kobusch. "I had a sketchy moment when I collided with Stilez [Robertson] in the air but I saved it. It slowed me down a little bit but I made up time and made the pass for the win. This is a huge win for me, and I hope to be back here next year in the Amateur All-Star Class."



SIMON CUDBY



RAY CHUSS

YOUNG GUN

/BYN
RIDER
OF THE
YEAR



WATCH
THE
VIDEO



What a great end to an amazing year for young Harry Kimber, not only did Harry win the British BW85 championship but was also voted by his fellow riders, fans and industry folk the 2015 BYN Rider of the Year.

Harry were you surprised at winning the BYN rider of the year award at the presentation evening at the Weston Beach Race?

"Yeah that was a brilliant surprise and I can't thank everyone who voted for me enough."

Your year has been impressive to say the least, is 2015 the final year we see you on a 85cc machine, if so what's the plan for 2016?

"Winning the Arenacross and then the BYN Motocross championship this year on the 85cc has been what I set out to achieve so I think now is a good time to move up a class, I was intending to stay in the big wheel 85cc class one more year as I'm so small but I have been practicing on a 125 and I've been getting on better than I expected, for 2016 I would like to defend my Arenacross title on a 85cc then compete at the European 125 championship & BYN 125 championships on board a Husqvarna TC 125cc."

What is the best advice you were given this year?

"I injured my knee in qualifying at Desertmartin so I had to ride the last two rounds of the BYN not at 100% but I had a good points lead so I knew I just had to score points in every race that was left and the championship was mine, Roland from Hardcore Racing said not to push for race wins and risk hurting my knee more, I think this was the best advice I received this year.

After the last round of the BYN at Fatcats I got my mum to take me for a X-ray and it turns out I had a fracture in my kneecap (patella)."

Like most riders you want to achieve many things in the sport, but for you what would be your ultimate goal?

"My ultimate goal would be to race in the AMA Supercross series but for now I just want to do well in the EMX125 and then MX2 at the Maxxis and GPs."

LIVE MOTOCROSS

//WHO DID WHAT?//

EDITOR
Ray Chuss

GRAPHIC DESIGN
Ryan Burisch

HEALTH AND FITNESS
Leah Preston

CONTRIBUTORS
Rick Blyth
Ian Wheeler

MANAGING DIRECTOR
Gareth Hockey

FINANCIAL CONTROLLER
Margaret Stephens

PHOTOGRAPHY
Ray Chuss, Simon Cudby,
Rick Blyth, Suzuki Racing,
Monster Energy, Bavo
Swijgers, Team Estrella
Galicia 0,0 Marc VDS

< From the Editor >



It's not about me it's about the sport, our wonderful sport of motocross.

Issue 1 of 'Live Motocross' will certainly raise a few eyebrows and maybe a few comments of, "never seen that one coming" but I really do hope it's embraced with open arms by everyone.

I've noticed that riders continually mention having fun on the track, and that is exactly what our sport is, a sport where fans can get up close and personal with world champions. I noticed at this year's RHL Weston Beach Race, spectators had that look of excitement when they stood inside the Factory Husqvarna awning, try doing that at F1 or MotoGP, unless you have a VIP pass, you wouldn't stand a chance.

I want to make this a fun, insightful read, with superb design, plenty of pretty pictures and above all a digital magazine you all read and look forward too every time it hits your desktop.

Our cover star is Shaun Simpson was an easy choice really, a rider who has moved his career forward every time he throws his leg over his trusty KTM. Shaun has looked after himself and has good people around him who never let him down. If "Live Motocross" can follow this path for future issues then we should be fine.

Chussy
EDITOR.

/CONTENTS/

010

HARRY KIMBER BYN RIDER OF THE YEAR

The kid got skills for sure, but what next for the British BW85 Champion?

014-017

5 BEST JOBS IN MOTOCROSS

We look at careers in motocross, just how tough is it to land your dream job?

022-027

THE BYN CLASS OF 2015

Exceptional year of racing in the 2015 Thor British Youth Nationals. We take a look at some of the stars of the year

038-041

HOT SHOTS OF THE MAXXIS

Champions crowned in a truly memorable year of racing. We take a look at this year's 'Hot Shots'

046-047

REED VS STEWART - ONE LAST TIME

Next year could be an end to an era, can James Stewart and Chad Reed shine for one last time?

056-057

OUTSIDE IN

with MotoGP rider Scott Redding
One of the stars of MotoGP talks about his love of motocross



APICO

FACTORY RACING

TAKE IT TO THE LINE

APICO SPONSORED RIDER
MAX ANSTIE
MONSTER ENERGY D.R.T. KAWASAKI

MX2GP 3RD OVERALL & HOLESHOT 2015 WINNER

ANSR

Boyesen

Forma
performing boots

Polisport

TwinAir

www.apico.co.uk

COME AND CHECK US OUT ON STAND A04a at
THE DIRTBIKE SHOW 2015



BAVO SWIJGERS



RAY CHUSS

05

BEST
JOBS
IN
MXMXGP
PHOTOGRAPHER> B A V O
S W I J G E R S <

Living the dream or is it?

From the outside in, working within the world of motocross looks like a dream job, traveling the world, mixing with the best riders on the planet and watching the races for free. The reality sometimes can be somewhat different.

We interview Bavo Swijgers a Belgian based pro photographer who started taking pictures 15 years ago and was recently awarded the 2015 MXGP photographer of the year.

Bavo, first up congrats on winning MXGP photographer of the year. Is this your first award for your photography?

"Thanks, I feel like I've been constantly getting awards in the last 15 years since I've been a professional photographer! Every time a rider asks me for a picture to print and put in his house or when you see the trucks, backdrops, posters, advertisements and publications with my shots, I feel awarded."

Is your job less glamorous than it looks or are you partying 24/7 every week with a pocket full of cash?

"I wish! I'm afraid it's more 'mud and dust' than 'glitter and glamour'! The days of the big Dollars, Pounds or Euro's are long gone, let's say they went up in 'smoke'. We travel a lot, spend more time away from our family and friends than with them, so you need to keep this job a bit enjoyable. The weekend day's usually start around 7am and rarely stops before 11pm. Although we work a lot of hours, and the work and result comes first, I do think that as soon as the job is done there should be time for a joke and a beer.

I always tell people: "I don't make enough money to do this job and not enjoy it. If I have to do a job that I can't enjoy I might as well find a 'nine to five' and have some more free time on my hands to do other 'fun-stuff'."

You travel a lot and you have a young family, how do you balance it all up?

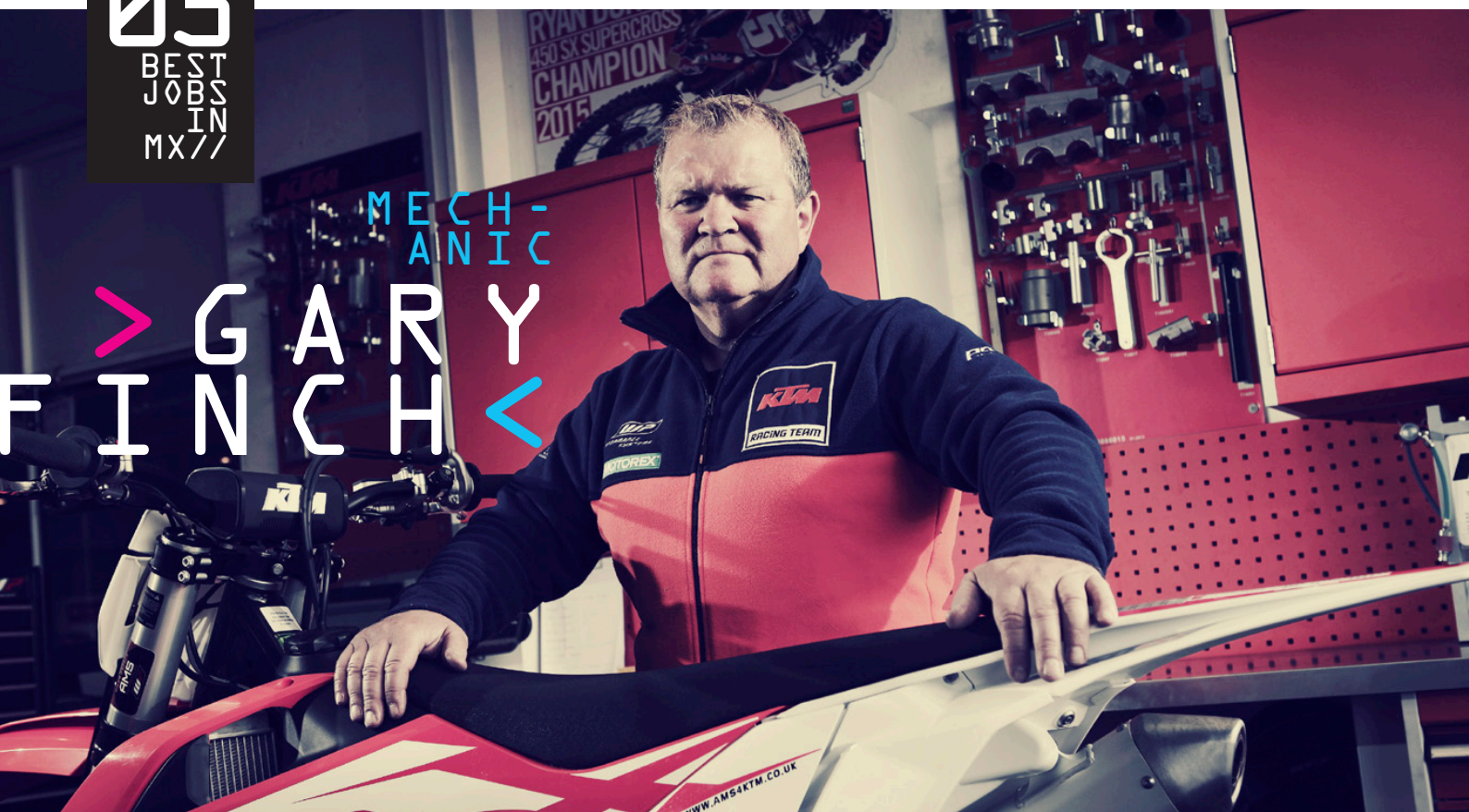
"I'm very lucky to have a really strong girlfriend! We're blessed with four beautiful kids and although they are the sweetest in the world, now and then they can also be an hand-full. I try to organise my work as good as possible so we find the right balance between family life and work but during the season that's not always easy. I can only say that if she wouldn't understand that I'm doing this because it's my passion that it wouldn't work! That award was given to me but it belongs even more to my family."

Whats next for Bavo, more travel, more work or one big winter holiday?

"The planning for the off-season is very simple. I'll be working in the house that we're renovating as much as possible before we start the team shoots and the next MXGP season again, I might do a snowboard shoot or some commercial stuff in between but for the next two months the family and our house will be the main priority.

It'll be a short and intense winter but I'll be ready for a long and intense MXGP season again, I'm sure!"

MECH- ANIC > GARY FINCH <



W
O
RAY CHUSS

Working 17 hour days, travelling in the back of truck for miles on end and sleeping in a bunk bed is all part and parcel of the tough world of a Team Mechanic and most of the guys wouldn't have it any other way.

Gary, you've been about in the nicest way of course, over the years working for many riders and teams. But what one job stands out more than any other?

"I think my time in California living with Max Anstie and Jordan Booker was a career highlight. Max was in preparation for the AMA Supercross season, and Jordan was getting ready for his attack on the outdoors back home. Preparations went really well and in the downtime I was able to meet a lot of my idols from my time racing."

You must have some tales to tell - would you like to spill the beans?

"A classic has to be living at a house in California with 4 well known British pro riders. They decided to remove a huge glass panel from an upstairs balcony so they could jump down into the pool wearing a GoPro. This was all great until it was time to refit the glass panel which the clowns dropped from the balcony

and it exploded into a million pieces filling the swimming pool and jacuzzi. A full day of cleaning up was followed by a \$1000 repair bill and a massive bollocking for me, being the guy in charge. Good times though."

How hard a job is it if you're a family man like yourself?

"Being a family man the life of a motocross mechanic can be very tough. You spend alot of time both on the road and at the races in the U.K and abroad. On return your days are spent at the workshop rigorously preparing for the next race. Often going weeks or even months without returning home. I've been fortunate as I have a supportive and understanding family that also have a big interest in the sport."

You have taken a step back from spannering for teams and now work for AMS Motorcycles. Do you miss the intensity and sometimes chaos of spinning the tools at the track?

"There isn't a day that goes by that I don't think about being trackside on the tools again. The adrenaline and buzz that you get from the racing environment is impossible to

reproduce anywhere else. But who knows what the future holds. Never say never."

The hours of a team mechanic is insane, would you say its well paid or is it a job because of your passion for the sport?

"It is definitely a labor of love. Race mechanics do what they do primarily because of their passion for the sport. I'm sure financially there are more rewarding jobs out there however there is no greater satisfaction than having your rider bring home a good result."

What advice would you give someone wanting to become a team mechanic?

"If possible try and hook up with a good club/amateur rider and spend time helping him/her at the races. When you feel confident approach as many teams as possible and offer your services as a helper, even if this is an unpaid position. This way you get your feet under the table, learn the ropes and your face becomes known throughout the paddock. Things can naturally progress from there."

> RICHARD ELLIS / KTM EVENTS MANAGER /

There are so many career paths in the world of motocross, it's not all about riding the bike. Most brands and bike manufacturers have event teams and one of the busiest and best is KTM, managed by Richard the KTM Events Manager.

Richard it's safe to say you travel all over, explain your day to day job at KTM and how you managed to land yourself such an awesome role?

"Includes mainly planning and preparing for upcoming events. Preparing paperwork including risk assessments and method statements and keeping the H&S side happy, the KTM brand is such an important factor to all of us that work within the company so all must be spot on at each event we attend. Speaking with event organisers and suppliers is another part of the day job, there's never a dull moment!

As you can imagine there are plenty of events that KTM attend within the UK so there's always plenty to do from planning the yearly calendar in January right the way through to the final shows like Dirt bike show and Motorcycle Live in November. The calendar is always having more events added throughout the year so there's not much rest bite all year really. Landing the role - That came by from a friend who was working with KTM and he came to an event that I was running for the dealer I was working for at the time.

I was working for Fowlers of Bristol and was racing a KTM 250 SXF locally for the dealer on my days

off when we weren't to busy (much younger then too) and it was a great way to advertise and race the bike against potential customers, also a great way to hand out business cards! He mentioned a role was becoming available and thought I should apply and hey presto I'm now just about to start my 9th year with the brand!

You are actually living the dream, you cover motocross and road racing. If you could pick one which do you prefer and why?

"Funny all people say that and in a way it was always a dream to work for a great manufacturer but it's not all that people think! Yes mostly it's fantastic and still gives me a buzz when each event comes off and customers thank you for the day. There are the drawbacks too, crazy long days, tiring and not seeing the family but having an understanding partner helps.

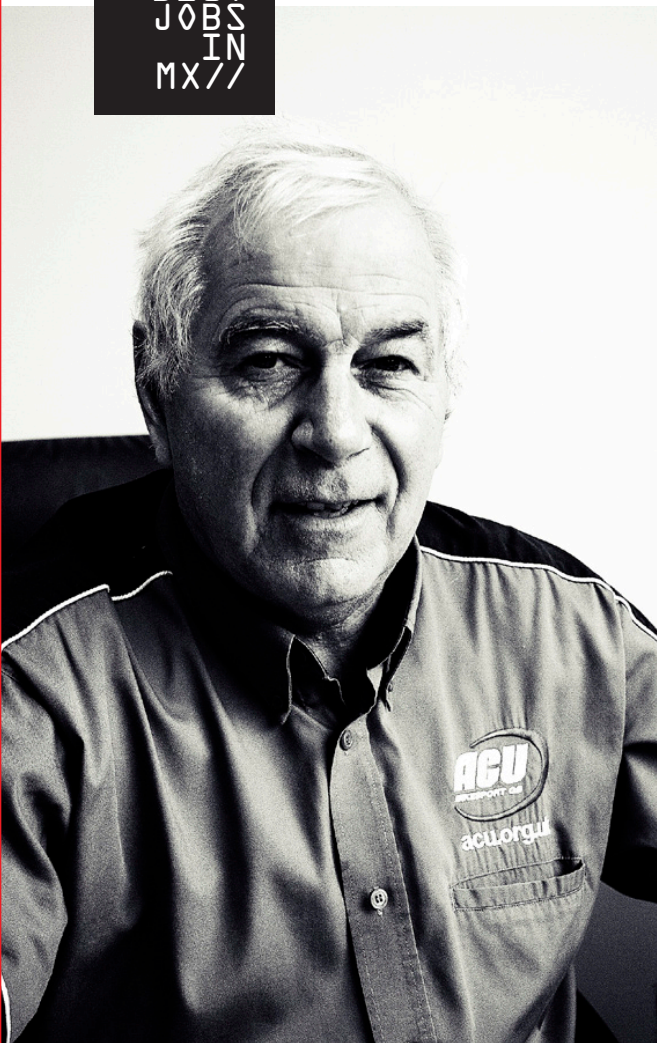
Yes there's some glamorous bits, looking after team USA KTM at the MXoN at Lommel with our truck was one (Telling one RD to remove his race underwear from my DVD player, but that's another story) it's proper graft throughout the event. People don't see the sweat for setup and breakdown only the glamour. As most people know we do attend both Road Racing (BSB) and most Motocross events from a racing point of view I don't have a favourite as all racing floats my boat really, is there a favourite between them both no not at all and I've only raced off road in my time but the best thing for



the BSB thing is Tarmac paddocks (Oh and brolly dollies) now that's certainly different to a wet muddy cold dark paddock!

Working for such a proactive and forward thinking company in KTM, do you have anything planned for your events side in 2016?

"Yes you're quite correct KTM is a very forward thinking and proactive manufacturer and are always pushing the boundaries to give their customers the products that are at the front day in day out. Each January the first things that are added to each event calendar are the shows these include - The MCN London show, The Scottish Show, The Belfast Show, RHL Weston Beach Race, The Dirt Bike Show and Motorcycle Live, when all these shows are added you can then fill in the gaps and believe me there are lots of gaps to fill."



P R O M O T -
E R

> BRIAN HIGGINS <

wanted to promote the first round. Our Club lost quite a lot on that event, but we swallowed it because we have also made money at some Maxxis events. We always try and put on safe events and spend a lot of time planning courses."

Motocross promotion is a huge part of your life, over the years you have promoted huge events across the UK, is there one event that stands head and shoulders above the rest? "The Vets MXdn has to be up there as it is a logistical nightmare to put on with so many riders. The bonus is that 99% of them are really nice guys and they appreciate what we are trying to create. In the early days (2012) working with Kinger and Jonny T was not so easy as they had different ideas but now we have mutual respect for each other and that allows the event to grow.

Back to your question, the one that sticks in my mind is the first ever British Championship event (Maxxis) that Di and I promoted at Landrake. Can't remember the year, but we financially put our necks on the line and it pi**ed down with rain on the Saturday night - high winds as well. We left the hotel at 4am and set about changing the course to make it rideable before everyone woke up. I was Clerk of the Course and we were looking at the public coming in all morning as we needed about 1500 people through the gate to break even.

More recently we haven't needed to worry so much because from experience we know it usually balances out. We also ran two British Championship Enduros (the

Millennium in South Wales in 1999 and 2000) with a lap of 75km which took around six months each to plan and prepare. That was before I was so highly connected with the ACU so had more time then, but it was 160 miles every time we had a work party. Happy days as Si was also involved in those events."

What words of advice would you have given to a young Brian Higgins back in the day?

"Maybe I should have stayed riding longer before getting involved in the organisational side, but unlike some riders, as soon as I stopped enjoying riding - it's called the slippery slope - I packed up and didn't ride much again. In my riding career I was lucky to be fully sponsored for all of my riding years which helped and I have ridden in some fantastic events without having to fork out for it.

Sponsorship is not easy to get these days, but I was lucky as I hit the Suzuki Trials days when the Texaco money was around and being involved with Sammy Miller and the development of the decent (not the TL125 dog) RTL was a fantastic opportunity which very few people get these days. On the organisational side it is simple, make sure you have deep pockets before you take the gamble."

Motocross is a super tough sport on and off the track, but what about the men and women behind every event, the race promoter? Success is only as good as your last event or so they say, just ask Brian Higgins.

For you as a promoter is it a world of Don King glamour or a world of gambles and health and safety nightmares?

"It's not easy going. So many people want to knock you back on all aspects of events and if you make a few quid from it they think you are in it for the money. Every Promoter has to be able to make money because, believe me, there is always a bad day around the corner. Everyone remembers the opening Maxxis round at Hilton Park this year when my club and mostly me, got a right slagging but what they don't realise is that no one else had the balls to put the event on. Without exception, no other organiser



AMBER

MXGP
PROMO
GIRL

Over the last 10 years the world of glamour has made a huge impact within motocross, following the lead from MotoGP and F1, the MXGP paddock is now full of gorgeous promotional girls.

Leading the way is an army of stunning girls from Monster Energy. Say hello to Amber - brains as well as beauty.

Amber how long have you been a Monster Energy Girl?
 "Since 2010, it started with my first photo shoot in London which was a bit scary at the time but now it's second nature smiling and posing!"

When it comes to eye candy you guys lead the way but is it as glamorous as it looks?

"There's always a lot of travelling involved and I think people's perceptions of what this entails are very different to what it actually involves!"

It's glamorous in the sense we get to wear awesome Monster Girl outfits and with our hair and makeup done like a night out every event, there are unglamorous parts of the job but they are insignificant to the amount of fun and overall enjoyment we have at work."

You obviously put in some serious air miles, how many countries have you visited since you've started with Monster Energy?

"I have lost count! I think 16....My favourite place would have to be Barcelona because we had such an amazing time at Street League with the Spanish girls. We called ourselves the Mermaid team that weekend because we got to relax at the beach and in the evening we all went in the sea which was a rare treat on a job!"

Financially is it a career for life or do you work/study in your day to day life as well?

"I am currently studying for my final year to be a Dr in clinical Psychology. 3 years Under Graduate, 1 year masters in forensic criminology then I taught undergraduate students for 2 years which is when I decided to do a doctorate in clinical psychology because I want to help people with mental health problems lead normal and happy lives.

My doctorate is 4 years in total so I am in year 1 and have 3 years study left so a total of 8 years study.

What's the biggest NO NO being a Monster Energy Girl?

"Being rude to one of our fans or saying no to having a selfie / picture with them even if you are just finished work or about to go on a break. #respectthefans"

How many times do you get asked for your number, I would imagine a zillion times over a race weekend, and best chat up line you've heard so far?

"Actually never! We get comments on our Instagram and Facebook fan pages but on an event fans are 99% of the time respectful and just want to say hello and have a picture with us."

SEE THE NEW BIKES AT
WORLDOFMX.COM



READY TO RACE
» www.ktm.com

RYAN DUNGEY — 450 SUPERCROSS CHAMPION 2015 ON KTM

CRAZY FAST, SUPER LIGHT, GAME CHANGER

THE RADICALLY NEW 2016 KTM 450 SX-F.
NEW FROM THE GROUND UP.
LIGHTER, FASTER AND MORE REFINED
THAN ANY 450 MX BIKE BEFORE IT.

KTM



YouTube

KTM FACTORY RACING



Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photo: S. Cudby

www.kiska.com



2016 RHL WESTON BEACH RACE

EARLY BIRD DISCOUNT*

7TH - 9TH OCTOBER 2016

ALL ADULT CLASSES

£89.00

ALL YOUTH CLASSES

£69.00

WWW.RHLACTIVITIES.COM

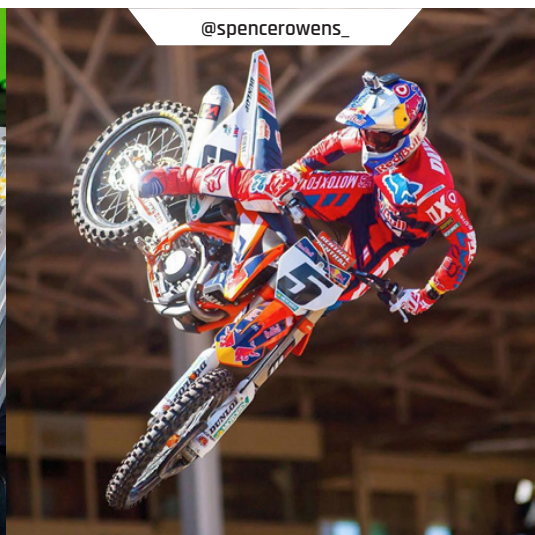
*Limited numbers available. Offer ends on 31st December 2015 or as soon as allocated discounted spaces are sold, whichever is earlier.



@monsterenergycup



@monsterenergycup



@spencerowens_



@crtwotwo



@redbulluk



@promotocross

10
BEST
INSTA-
GRAM
OF THE
MONTH



@joshhansen100



@shaunsimpson24



@tommysearle100



@ridecalifornia



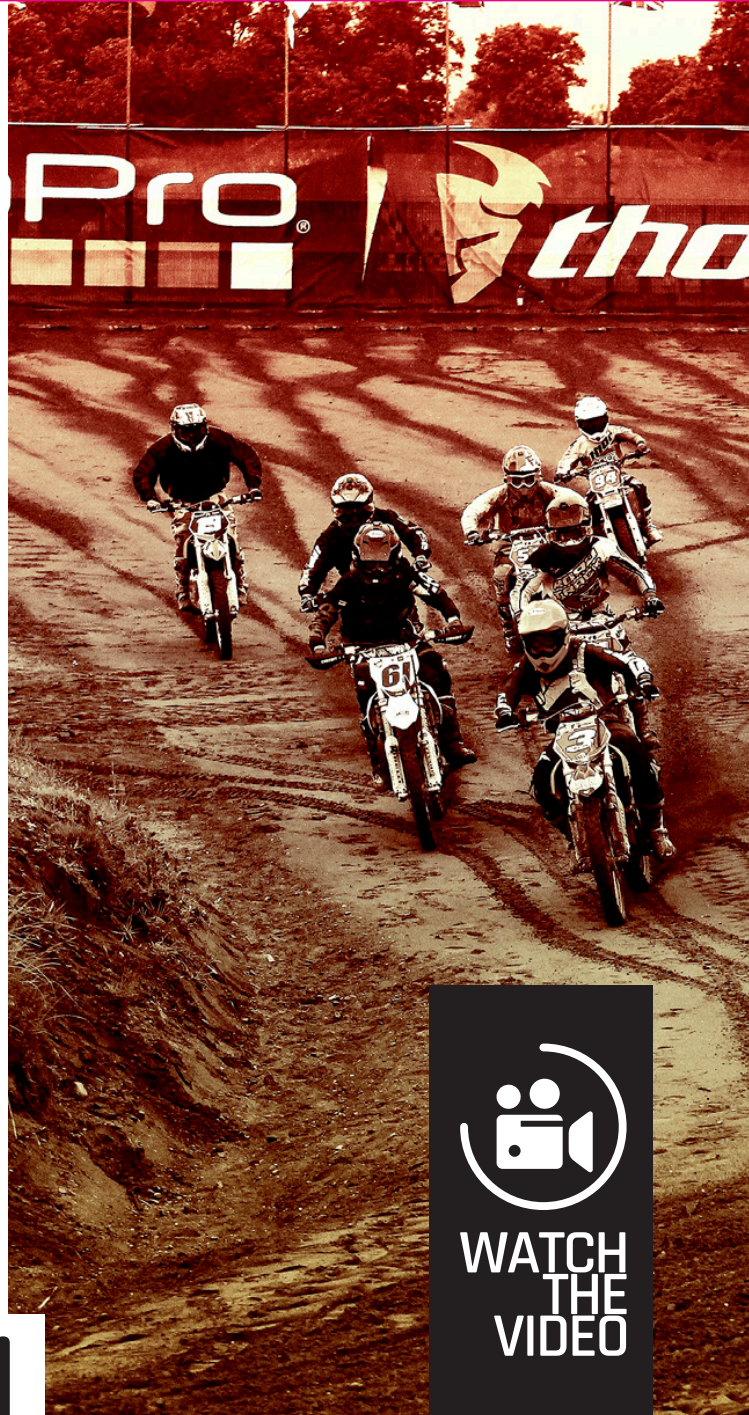
W RAY CHUSS

The 2015 Thor British Youth Nationals were a huge success, a record number of registered riders which produced the best and most competitive youth racing in Europe.

For the first time in many years all class championships were decided at the very final round at Fat Cat Moto Parc. The racing that weekend was quite possibly the best of the entire year.

Massive congratulations to our ACU British champions, Charlie Heyman Juniors, Kacey Hird SW85, Harry Kimber BW85, Alexander Brown 125 class and Jordan Eccles Youth Open.

We're sure one if not all will go on to achieve their goals in the coming years - British motocross is in safe hands with these guys.



OUR ACU
BRITISH
CHAMPS

29234587/43 4334500000 297375 00000



DESERT -
MARTIN IS
THE BEST
CIRCUIT IN
THE UK IF
NOT EUROPE

This year British championship motocross returned to Northern Ireland after a few years sabbatical. The track and venue at Desertmartin was amazing, infact its so good they hosted the world motocross championship back in 2006.

The hard standing paddock is just what modern venues are all about, it has electric and water hook ups and a track which is fun and exciting to ride. And with a contingent of around 30 Irish riders who race the Thor British Youth Nationals, it was good for the sport of motocross to return to Northern Ireland and show them our support too.



129234567453634334500000 < //00297375 0000099

394567453634334500000 < //00297375 0000099



WATCH
THE
VIDEO

129234587/453634334500000 <///00297375 0000099

E D D I E W J A D E B E I S A T

Our sport of motocross is packed with talent, riders who with the right backing and support could go on to bigger and better things but sometimes that doesn't happen and you need a desire to succeed - one rider has that in bucket loads is Eddie Jay Wade. He is not only super fast but has the heart and courage of a lion.

At the very final round at Fat Cat Moto Parc, Eddie was closing in on the SW85 title but had a bike issue in moto 4. Instead of walking off and leaving the bike, he decided to push it across the line to gain the points, he didn't just push it over the line he pushed it for at least half a lap in deep sand - incredible desire and determination from someone so young - Eddie we salute you.



WATCH
THE
VIDEO



GIRLS JUST Wanna HAVE FUN.

/ JUST ASK KATHRYN BOOTH /

Over the last few years one UK female rider has stood head and shoulders above the rest, Natalie Kane is without doubt our fastest female rider at the present time, fast forward to 2015 and we could have another female star in the making.

Kathryn Booth is our only female rider in the male dominated BYN 125 class, not only did she bang bars with the lads all year, Kathryn showed determination and amazing speed to finish the season in 6th place in the 125 British championship. Remember the name as Kathryn Booth is a star in the making.



Elliott Banks Browne
Geartec Suzuki

UPGRADE TO PUTOLINE



For more information on your nearest dealer,
please call: 01778 349333, email: sales@putoline.co.uk, or visit www.putoline.co.uk



www.facebook.com/PutolineUK



www.twitter.com/PutolineUK

image courtesy of Richard Blyth

2015 will go down as the best ever for the team at RHL Activities who promote the Thor British Youth Nationals for a number of positive reasons. Firstly the overall championship has moved forward at an alarming rate, the racing for one is super exciting which makes for a vibrant and fun place to be.

The whole paddock has been buzzing all year, the parents, friends, family members, riders and spectators have all enjoyed their year racing at the Thor British Youth Nationals - can it get any better? You bet it can, just wait until 2016, it's going to be huge.

For more information on the 2016 Thor British Youth Nationals please visit the website here <http://rhlactivities.com/>

THOR
BRITISH
YOUTH
NATIONALS
WAY

AHEAD
OF
THE

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



WATCH
THE
VIDEO

ICE[®] VALLEY

NATURAL MINERAL
WATER





FRAME

KNEE BRACE REDEFINED

CARBON
CONSTRUCTION

An entirely new approach to further help prevent knee injuries. The C-Frame knee brace features better comfort, lower profile under the boot, better knee cap protection and brings the inside of the knee closer to the bike for better control. The C-Frame's 3-point force distribution defines this revolution in knee brace technology. Learn more at Leatt.com!



**3-POINT FORCE
DISTRIBUTION!**



Lightweight



MOISTURECOOL
WICKING FABRIC



C-FRAME - KNEE BRACE

- >> 3-point force distribution helps to prevent meniscus and MCL injuries.
- >> Super stiff aluminum C-arm construction for maximum force control.
- >> Adjustable soft lockout helps to prevent hyperextension and ACL injuries.
- >> Comfortable low profile shin bone plate with load distribution pad that fits inside all boots.
- >> Sold in pairs and available in 3 sizes: S/M L/XL and XXL

CE CERTIFIED AS MEDICAL DEVICE
AND IMPACT PROTECTION



www.apico.co.uk/leatt

© Leatt Corporation 2014



RYAN
VILLOPOTO
VS CLEMENT
DESALLE WITH
GOPRO OF RV2
CRASH MXGP OF
TRENTINO 2015

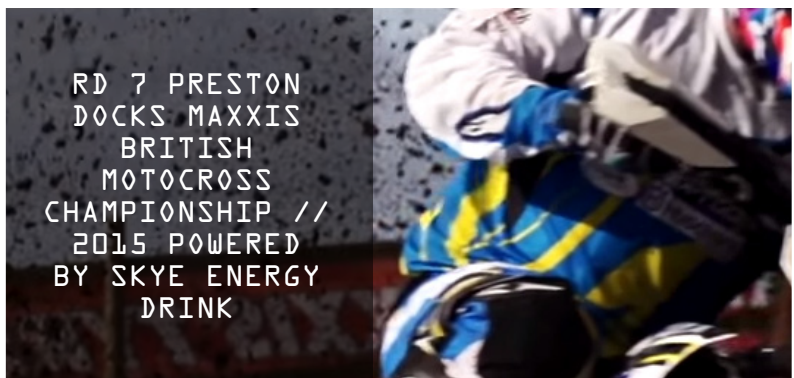


EMOTIONAL
SW85 FINALE
AS KACEY HIRD
IS CROWNED
2015 THOR
BRITISH YOUTH
NATIONALS
CHAMPION

TOP POVVIDE



MAX
ANSTIE
CHASING
"THE
BULLET"



RD 7 PRESTON
DOCKS MAXXIS
BRITISH
MOTOCROSS
CHAMPIONSHIP //
2015 POWERED
BY SKYE ENERGY
DRINK





DIRT
SHARK
// 2015
MOTOCROSS
OF
NATIONS



OS // OF 2015

// 2015 has been a
huge year

for online video content, right
from the top at the MXGP world championship right the way
through to the Thor British Youth Nationals here in the UK,
the coverage has been exceptional //



DC SHOES:
MADDISON
ROBBIE'S
"PIPE
DREAM"



12923 7/45363433 0000 </ 99

THINGS WE LOVED ABOUT RHL WESTON _ BEACH RACE.



/01

With over 1000 riders racing this year's Weston Beach Race, the total number of kilometres travelled around the circuit in all classes is an astonishing 75,000. Incredible effort by all involved at this years event.

/02

We all know how tough Weston can be, not only on the bike but the body takes a battering, 3 hours competing in deep sand zapps your mind and your strength. Out of all the entrants at this years event, 88 riders did not complete one lap - there's always next year.

/03

The Weston Beach Race is a race for all levels, gender and ages. Our youngest rider was only 7 years old and our oldest was 68 years young. The combined age of all riders who took part is 23,310.

/04

Surprisingly the most popular food in Weston Super Mare over the weekend is not fish and chips, the riders and their families prefer a nice piece of steak to any other food. Infact the total number of steaks demolished is an incredible 9,820 - Maybe it's a protein thing?



LAURA PALMER



RAY CHUSS

WATCH
THE
VIDEO**/05**

The most popular rider name at this year's Weston Beach Race is Daniel, some 27 of you named Daniel entered in all classes. The top finisher in the main solo race was Daniel Thornhill who romped home in 6th position.

/06

The build of the Weston Beach Race starts some 10 days beforehand starting with the design of the track and the movement of thousands of tons of sand. With over 18,120 man hours in planning and running, Weston Beach Race ranks as one the biggest motorcycle events in the world.

/07

Riders get through nearly 17,000 litres of fuel in 2 days of racing, which equates to over £18,000 on just fuel alone for bikes at local garage forecourts.

/08

We all love a cuppa, some prefer tea to coffee and vice versa. At Weston over 28,000 cups of tea and coffee is consumed over the course of the weekend. Add to that over 2 pallets of Ice Valley water was drank by riders in just 3 days.

PIONEERING SINCE 1903



NATHAN WATSON **WESTON BEACH RACE CHAMPION 2015**

Congratulations to Nathan on taking the title on his Husqvarna FC 450
- leading the way with four of the top five finishers riding a Husqvarna.

YOU DON'T MAKE HISTORY BY FOLLOWING THE CROWD



Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photo: R. Schedl



Husqvarna
Motorcycles


Husqvarna[®]
MOTORCYCLES



/LIVE MOTOCROSS FITNESS TIPS< BY LEAH PRESTON//

BENEFITS OF THE BATTLE ROPE

- Enhances core strength
- Strengthens legs
- Kills conditioning workout
- High intensity training
- Engages and strengthens shoulders
- Great coordination
- Blasts calories and fat
- Effective full body workout
- Huge muscle recruitment



RAY CHUSS



LEAH PRESTON

WATCH
THE
VIDEO

<KILLER CARDIO BATTLE ROPES>

The days of joining at an expensive gym to get fit are long gone, you can save a ton of cash by training at home, in the garden or in the park.

For around £30 why not invest in a 'Battle Rope', awesome tool for a killer cardio workout and a must for any rider at any level, male or female.

Battle ropes are the perfect addition to the set up somewhere with a bit of room, they are an effective and versatile piece of training equipment suitable for HIIT training and strength and conditioning. You will love using the battle rope as an addition to your training. These ropes are really good fun and allow you to work a huge array of muscles by offering a great dynamic upper body, core and cardio workout.

If you search the internet, battle ropes come in all shapes and sizes, the one illustrated in my picture is around 30m which is quite long but you can purchase ropes ranging from 25ft to 50ft and around 1 or 2 inches thick. You need anchor point to wrap around, maybe a garden post or whatever you're happy with. I use it at shoulder height but it's best to find the height that you're happy with. Above all have fun and enjoy.



RAY ARCHER/
KTM IMAGES



RICK BLYTH

HOT SHOT OF MAXX

The Champ has his say > Shaun Simpson

The 2015 has been a great season for you, with GP wins, another British title and many other highlights, but which was your biggest highlight of the season?

"That's a hard question to answer really as you have said it's been a terrific season. Thinking about it carefully I would have to say that the biggest highlight of the season has to be going 1-1 for the overall at Lommel GP and taking my first perfect scorecard and 50 points on the world stage. I have come close a couple times before in my

career but I finally achieved the goal and I think it made me hungrier to fight harder for the rest of the season."

How much of an achievement was it for you to go unbeaten during the whole Maxxis British Championship, taking all 8 overall victories?

"We got off to a perfect start and I just tried my best to be as consistent as I could. By the mid-season I could see that we had the championship under control and I set a new goal of winning all 8 rounds. It wasn't easy but I dug deep and made it happen. It's a massive achievement and something I'm not sure has even been done before and I feel quite proud of myself for getting it done."

At the recent Thor British Youth Nationals Awards Evening you were announced as the BYN Ambassador, can you explain to us a little more about what the role means and how you will be helping the young riders?

"I was brought up through this series and remember looking up to a lot of the top British Riders, so now to give something back to the sport through this exciting opportunity is something special for me. I will be attending as many rounds as I can through the season, I will also be available on email to any of the registered riders who may need some advice or tips on racing, social media or anything I can help them out with really. I'm looking forward to sharing my experience and trying to create some top talent within the UK Schoolboy scene."



Steven Lenoir>

Coming into the season you must have felt confident of being a frontrunner in the British Championship after the previous strong results that you've had, what was the plan at the start of the year?

"My plan was to win the championship but mostly being consistent. At the British it's really easy to have a bad day and that's what makes the championship really special. I had taken victory in the final moto of the 2014 season and then took pole position at the first round in 2015, so I felt really confident and was ready for the fight."

After the Nations and the horrible crash involving Max Anstie, did the plan change heading into the final round at FatCat Moto Parc and did you feel any extra pressure?

"I was trying to keep cool as much as I could, but obviously everyone was talking about it. I knew FatCat was a tough one for the engines and it's easy to get in trouble at the start so I was focused on getting out in front and rode steady all day."

With FatCat's being your last race in the MX2 class, it must have felt extra special to claim the Maxxis MX2 crown in your last ride?

"It felt amazing, 2014 was a tough season for me with a lot of bike problems and my arm injury sustained at Lyng early in the season. In my head this year was definitely the last try in MX2 class and I had my best season so far with 18 podiums from 21 races. I've worked so hard over the last 4 years and I felt I had finally received my rewards."

Next season will see you move up to the MX1 class, is this a move that you have been planning for long time and how will you be preparing for next year and the new race format at the British?

"Yes I'm 24 years old now so it's a good time to go race the big guys, I'm looking forward to my rookie year. I'm lucky to start with such a good bike as the 350 KTM. Two races is better, it's a lot better for the team as 3 races format was really tough for the mechanics when it's wet."



The future bright for > Adam Sterry

The 2015 season has been another busy year for you with bronze medals in both the Maxxis British Championship and the European Championship, what has been your biggest highlight of the year?

"Hmm that's a tough one as there have been a few but one that sticks out in my mind is pulling the holeshot at my first ever GP in Argentina. That was a pretty

cool moment, as well as getting 8th overall. Racing MXGP in Glen Helen was pretty awesome too!"

During this season you have also competed in selected rounds of both MX2 and MXGP championship in readiness for a full season in 2016, how was that as an experience and what have you learnt from it?

"I am very glad I managed to do the selected rounds of MX2 and MXGP especially the last two I did on the 350. In Mexico I learnt a lot about the altitude and Glen Helen because of the heat. I now know what to expect when I experience them situations next year!"

Going into the 2016 season where you will be competing in the World MX2 Championship, how will you be changing your training programme to ensure that you are ready for the gate drop in Qatar? "Obviously I'll be putting in a lot more longer Moto's as soon as the season starts sooner but I have a few things that we have put together that will benefit me massively next year but other than that I will be doing a lot of the same stuff. I have the 2016 KTM to learn so I will be looking forward to getting the bike 100% for Qatar."

RICK BLYTH



Hard work pays off // Ashley Wilde

The 2015 season has been a great year for you on the Toughsheet Honda, what do you put the improvements down to?

"This year has been great! I think there's a few different things that have all helped me make a big improvement. Dougie from Toughsheet really helped me in stepping up the support which enabled me to go full time and also a lot of my ongoing personal sponsors stepped up. I also had

a better training programme. I worked really hard in the off season with my trainer RMJ who really stepped up with my riding programme and also put me in touch with the right people to sort things out with my physical training."

At the final Maxxis British Championship round you achieved your first podium race result, it must be a great relief and boost of confidence going into the off season?

"It was a huge relief, after finishing 4th overall at Preston Docks I knew it was possible. I worked really hard in the build up to the final round, to finish the year on a high and I'm so glad I did. As you said it's a nice confidence boost going into the off season having proved what I can do."

For a number of years you have been working closely with Richard Mike Jones, how much of an impact has he had on your career recently?

"Yeah we have been working closely for some years now. His impact has been huge, he's obviously worked hard in my training programme on and off the bike, but he has also helped me out massively mentally in helping believe in myself and also to be positive. This year it was nice to have a good year and pay him back for all the hard work."

Looking towards the 2016 season what are your plans and what goals do you have?

"Having signed for Geartec for the 2016 season I know I have the tools to keep progressing and pushing forward. My goals will be to push for a podium in every race and hopefully have another good season working with my new team."

HOT SHOTS OF THE MAXXIS



WATCH
THE
VIDEO

DEP'S NEW EXTREME 2 STROKE PIPES NOW AVAILABLE

HIGH TENSILE 1.2 GAUGE MILD STEEL PIPES -
TOUGH PIPES FOR A TOUGH JOB!



2 & 4 STROKE SYSTEMS FROM DEP

MANUFACTURER:

DEP PIPES

+44 (0)1622 765353

WWW.DEPPIPES.COM

UK DISTRIBUTOR:

CI SPORT

+44 (0)1372 378000

WWW.CISPORT.CO.UK

// Q INSERT WITH EVERY 4 STROKE PIPE // RIDER: JACK EDMONDSON // PHOTO: JONTY EDMONDS



GET THE UNFAIR ADVANTAGE



DEP PIPES

PERFORMANCE ENHANCING PRODUCTS

WWW.DEPPIPES.COM



PRO



ARAI MX-V SPEEDY

New from the Arai off road division is the latest design of their helmet MX-V helmet, the Speedy (also available in orange colourway). With all the usual hallmarks of the premier helmet manufacturer, it takes 18 hours to hand craft each individual helmet, with removable vents, cheek pads and liners, the fit is still second to none.

SRP £469.00 // Apico.co.uk

ODI PODIUM FLIGHT MX HANDLEBARS

The New Podium Flight MX Handlebars are the latest in the development of our MX handlebar technology. With our own tubing profile and design we've created a non-braced handlebar that has already proven worthy of race wins. The Podium Flight bar is constructed of a 2014-T6 alloy to provide added strength. 1 1/8" clamp diameter (requires "oversized" triple clamps or bar mounts) Stealth 2-Toned graphics. Knurled left slide helps with grip bar adhesion. Constructed of 2014-T6 alloy for added strength.

SRP - £79.99 // www.madison.co.uk



OGIO LTD. EDITION RED HAZE 9800

Basically the best thing ever invented for dirt bike dudes, other than actual dirt bikes. The 9800 is super sturdy like an old XR400, so won't ever let you down, and is more spacious than your average space-ship. Pro-Riders all over the globe use this gear bag, because it can haul everything you need for a day or two at the track on one go. The 9800 has space for your lid, boots, braces, and a couple of kit changes, as well as separate pockets for goggles, gloves, and all the other little bits you need to stash.

SRP: £179.99 // www.madison.co.uk





LEATT 5.5 BODY PROTECTOR

The ultimate in protection, Leatt's 5.5 body protector was designed using all of the development technologies from the 5.5 chest protectors. The 5.5 body protector can be worn over or under the jersey while perfectly integrating with any Leatt neck brace, using Leatt's flip fit system. The BraceOn strap systems hold the neck brace to the 5.5 body protector, yet allows them to move independently. Improved, Zip-off sleeves allow rider to remove the all new contoured elbow. Height adjustable, removable kidney belt included. Available in black or white.

SRP £230.00 // Apico.co.uk

BOYSEN SPECTRA SERIES CLUTCH COVER

This trusted brand that's been around for years now have a range of coloured clutch covers for MX & Enduro Bikes in relevant manufacture colours red, blue, orange and white. Add the bling factor to your machine, and get the Factory look.

SRP: £105.00 // Apico.co.uk



APICO KICKSTARTS

The Apico range of kickstarts for Motocross and Enduro bikes covers all European and Japanese major manufacturers 4T models for recent years. Made from forged 7075 Aero grade aluminium, each kick-start is then anodised to a specific manufacturer's colour, and has a laser-etched Apico logo on the back of the kick arm. The Allen key bolt secures the kick start to an S45C steel base that fits onto the spline.

SRP: £70.00 // Apico.co.uk



THOR VERGE TACH HELMET

The most essential piece of equipment, your helmet needs to be the right balance of coverage, comfort, and cooling to keep you performing at your peak. Put your trust in the same helmet worn by multi-time champion Ryan Villopoto. The Thor Verge has been on the top step of the podium at Supercross, Motocross, MXGP, and everything in between.

SRP £219.99 //

www.madison.co.uk



NEW ASTERISK CELL

The Ultra CELL™ Knee Protection System is without question the most technologically-advanced Knee Protection System available. Several patented revolutionary design concepts come together in unison to create this System. The A.R.C. Cuff's ability to be totally adjustable for fit, yet remain rigid, along low profile strapping features a single finger release; a natural free-motion, a natural free-motion, rolling-gliding hinge, tibial plateau-capturing frame design, brace-to-boot tether attachment, and a full time-full coverage patella cup, sets this Knee Protection System decades ahead of all the rest. Undersleeves and Tethers are included. Not only are we soon to be bringing you a new brace we're lucky enough to be able to maintain the suggested retail of the current V2 Cell at £519. Available Early 2016...

www.madison.co.uk

 SIMON CUDBY
MONSTER ENERGY
SUZUKI RACING

 RAY CHUSS

reed <vs> stewart

one last //



WATCH
THE
VIDEO



Motocross is sport where we look back on past events with great fondness, races which stick in the mind forever, races that you remember for a lifetime.

Two riders who will always be embedded into the sport and our minds are James Stewart and Chad Reed, both set to compete in the 2016 Monster Energy Supercross Series, but it could be the final year we see them race against each other at championship level, when this happens it will be a very sad day in our sport.

Australian born Chad Reed has been racing in the USA since 2002 with huge success in both motocross and Supercross, racking up 7 major titles along the way, at 33 years of age and a young family to support, 2016 may well be Reed's final season in major competition - but with Chad you never know. At the time of going to press there is still no confirmation on the brand Chad will race next season, but he did rock up at the MEC on a Yamaha and finished a creditable 10th overall with a short amount of setting up time beforehand.

After missing 16 months of racing due to a failed drugs test, James Stewart made his return to racing recently at the Red Bull Straight Rhythm. Albeit a hybrid event James still walked away with a victory which suggested he is still capable of producing the goods on the day.

Unfortunately James injured his wrist at the Monster Energy Cup and will now concentrate his effort on racing the European Supercross race in Lille, France on November 14-15.

Jason Weigandt of RacerX did a great piece recently about how both Chad and James are still making headlines with their stories of ten years ago, with both riders still getting the most clicks online even today.

The history between the pair goes back a long way, publically there doesn't seem to be a lot of love between the two. One epic Supercross battle from 2009 sticks firmly in the mind. James took the win in Jacksonville over Reed, both riders battled bar to bar for nearly the whole race. But it was afterwards that things seemed to heat up as both riders

had what looked like a heated helmet to helmet conversation, when asked if it looked friendly, Ricky Carmichael stated, "it was probably not at this stage of the game."

That night James raced for Yamaha and Chad for Suzuki. For 2016 James is now on Suzuki with Reed possibly on Yamaha which is a complete turnaround of brands from 2009.

Whatever happens from now until the final Supercross race in May and beyond both riders will go down in history as two of the biggest names of our sport ever, super exciting to watch on the track and compared to some of today's younger stars - a lot of fun to follow off the track on social media.

Love them or hate them, you cannot deny Chad or James are the reason we pay to watch racing, if we manage to get one last action packed battle between the two, let alone a whole season of it, I for one will be a very happy man indeed. Guys we salute you.


ARIE

OUR FINEST LONG-TRAVEL

ARIEL ELITE - £3,499
ARIEL 15

SARACEN

PHOTO/SAM NEEDHAM

SARACEN.CO.UK /  FACEBOOK.COM/S



L SERIES

TRAIL BIKE. PURE AND SIMPLE

.99 / **ARIEL PRO** - £2,799.99 /
SX - £1,599.99 /



BEYOND THE SQUARED CIRCLE. WITH UFC FIGHTER //

ROSS > PEAR



Banging bars is part and parcel of racing motocross, the sport breeds tough and durable athletes and the same can be said for the fastest growing sport in the world, the UFC aka Ultimate Fighting Championship.

The very first UFC was held way back in 1993 with UFC 1, certainly different from today's events as rules were pretty much non existent back then.

The UFC is huge, with millions of fans worldwide, even UFC president Dana White has a massive following on social media with over 3 million Twitter followers alone, and is openly aware that engagement with fans is part of everyday media within sport. We caught up with Ross at the UFC Dublin Fight Night.

/MOTOCROSS/

Started at 3 years old with a QR50, I've always had a bike to ride. Growing up in the north east it's just the thing you do as a kid & I loved it

/UFC/

When I'm not preparing I love to ride my bike, I'm sure the UFC isn't best pleased that I ride moto but that's just who I am I've done it all my life.

/TRAINING/

Training camps are horrible, it hurts, your tired sore, getting beat up everyday but that is just the process to get ready to fight the best guys in the world, I feel I'm with the best team in the world Alliance MMA.

/FRIENDS/

I'm real good friends with (lugs) Carlton Husband that's who I ride with when I'm home, he is an awesome kid with tons of potential to do big things in motocross.



WATCH
THE
VIDEO

SON /



Follow Ross on
social media

Twitter - @RossTheRealDeal

Instagram - @rosstherealdeal

/FUNNY STORY/

I go to the boxing gym with Carlton from time to time, he has had a few boxing fights so he knows what he is doing but we sparred one time and of course he was getting cocky so I put him down with a beauty of a body shot, he will probably tell it differently.

/NEXT FIGHT/

As soon as possible I want to just keep fighting I do better when I'm always fighting I don't like taking too long off, so I think January I will be back in the octagon.



AVAILABLE IN SIZES: XS / S / M / L / XL



INTRODUCING THE

SPEEDY

MX-V

Distributed in the UK by



www.apico.co.uk

/JAN

SUPERCROSS

9TH ANAHEIM 1
16TH SAN DIEGO 1
23RD ANAHEIM 2
30TH OAKLAND

/FEB

MOTOCROSS

7TH HAWKSTONE INTERNATIONAL
27TH MXGP QATAR

SUPERCROSS

6TH PHOENIX
13TH SAN DIEGO 2
20TH ARLINGTON
27TH ATLANTA

/MAY

MOTOCROSS

1ST MXGP/EMX125/250/300 KEGUMS
8TH MXGP/EMX125 TEUTSCHENTHAL
15TH MXGP/EMX125/250 TRENTINO
21ST AMA HANGTOWN
22ND MAXXIS RD3
28TH AMA GLEN HELEN
28/29TH BYN RESERVE
29TH MXGP TBA

SUPERCROSS

7TH LAS VEGAS

/JUN

MOTOCROSS

4TH AMA THUNDER VALLEY
5TH MXGP/EMX125/250 ST JEAN
D'ANGÉLY
12TH MAXXIS RD4
18TH AMA HIGH POINT
19TH MXGP/EMX125/250/300
MATTERLEY BASIN
25TH AMA MUDDY CREEK
26TH MXGP/EMX125/250 MANTOVA

/SEP

3/4TH MXN RD6
3RD MXGP AMERICAS
10/11TH BYN RD5
11TH MXON GLEN HELEN
18TH MAXXIS RD8
24/25TH BYN RD6

/OCT

7-9TH RHL WESTON BEACH RACE
16TH MONSTER ENERGY CUP
27-30TH INTERNATIONAL
DIRT BIKE SHOW

CALE



/MAR

MOTOCROSS

5/6TH MXN RD1
20TH MAXXIS RD1
6TH MXGP THAILAND
13TH MXGP MALAYSIA
26/27TH MXN RD2
27TH MXGP ARGENTINA

SUPERCROSS

5TH DAYTONA
12TH TORONTO
19TH DETROIT

/APR

MOTOCROSS

2/3RD BYN RD1
3RD MXGP MEXICO
9/10TH MXN RD3
16/17TH BYN RD2
24TH MAXXIS RD2
17TH MXGP/EMX250/300
VALKENSWAARD

SUPERCROSS

2ND SANTA CLARA
9TH INDIANAPOLIS
16TH ST LOUIS
23RD FOXBOROUGH
30TH NEW JERSEY

/JUL

MOTOCROSS

2ND AMA REDBUD
3RD MAXXIS RD5
9TH AMA SOUTHWICK
9/10TH BYN RD3
16TH AMA SPRING CREEK
17TH MAXXIS RD6
23/24TH MXN RD4
23RD AMA WASHOUGAL
24TH MXGP/EMX300/65/85 LOKET
31ST MXGP/EMX125/250/300 LOMMEL

/AUG

7TH MXGP/EMX125/250 SWITZERLAND

13/14TH MXN RD5
13TH AMA UNADILLA
20TH AMA BUDDS CREEK
21ST MAXXIS RD7
27TH AMA INDIANA
27/28TH BYN RD4
28TH MXGP ASSEN



NOVEMBER



DECEMBER



DOWNLOAD

Outsid in with SCOTT REDDING

What do you do when you've left the racetrack after thrashing around on a factory Honda RC213V MotoGP bike, trying to beat the best riders in the world? Some would head for the beach, or at least a few days lazing around at home, but Scott Redding's idea of relaxing after a tough race weekend is to hit the motocross track.

Victory in the 2008 British 125cc Grand Prix at the age of just 15 years and 170 days made Redding the youngest ever GP winner, a record he still holds more than six years later.

The 22-year-old MotoGP rider, who will switch from a factory Honda to a factory Ducati next season, is a keen motocross rider, which is surprising given that his first ride on a motocross bike terrified him and almost put him off bikes for life. But that was when he was just four-years-of-age and now, as a seasoned campaigner in the MotoGP World Championship, he enjoys nothing more than loading up the motocross bike for a day at the track, either in the UK or Spain.

"I got into motocross quite late, at

least for someone who makes their living riding a bike," explains Redding. "My father and my uncle tried to get me started on a motocross bike when I was little and, quite frankly, I was frightened to death. It was about 10 seconds after I opened the throttle for the first time that I decided road racing was a much better fit for me!"

"But over the past few years I've really got into motocross, both as a way to relax away from the pressures of road racing and as a part of my regular training program. I like running and cycling, and

e





WATCH
THE
VIDEO



I've even taken to swimming and got hooked on triathlons to the point where I'm training for an Iron Man event in 2016, but you need to be bike fit to ride a MotoGP machine on the limit, and that's where the motocross comes in."

"I tend to ride 40 minute motos, which is quite hard on the 250cc MX bike, but it's also good fun and a more enjoyable way of training than spending hours in the gym. It's also better for me, because I'm using a lot of the muscles I use on the MotoGP bike over a race weekend,

so it is particularly effective training."

"While it's true that I'm not going to be giving Ken Roczen a run for his money anytime soon, it does still get quite competitive when the likes of Moto2 riders Marcel Schrötter and Jonas Folger are on track with you. We're racers and we hate to be beaten whether it's on a MotoGP bike, an MX bike or riding a suitcase over the bridge to check in at Melbourne airport!"

"On the other hand, MX has it's own dangers. We can't push so hard

because the potential for injury is high. The list of GP riders who've had to sit out a large part of their season after smashing themselves up on an MX bike is long, and teams tend to take a dim view when you turn up to a race carrying an injury sustained on the MX track."

"But the same teams also recognise the value of using motocross for training, so it's a risk that both team and rider have to accept, while at the same time minimising as much as possible the risk of injury."



MX HAS IT'S
OWN DANGERS. WE
CAN'T PUSH SO
HARD BECAUSE THE
POTENTIAL FOR
INJURY IS HIGH
///

"Having said that, I'd love to give MX racing a go in the off season. I signed up to do a charity race at Matterley Basin earlier this year but, unfortunately, it was cancelled and I didn't compete in the end. Maybe it's something I'll revisit next year, although I'm not sure my manager shares my enthusiasm for giving it a go! I also quite fancy doing the Weston Beach Race, as it looks like a great event, but it's always on when we're away on the overseas races. Maybe someone could have a word with Gareth Hockey for me?"

"But it's not just riding the MX bikes that I enjoy. I also like the fact that I can work on them myself, preparing them for the track and then setting them up to get the best from the engine, the chassis and the suspension. It's good fun. When we're at a MotoGP race weekend I have a team of mechanics to prepare my bikes and they are backed up by engineers with brains the size of a planet. The Honda RC213V is cutting edge technology and incredibly complex, which means it's like boffin central in the

back of our pit box at a MotoGP race. There's some pressure knowing that all there work has gone into making the bike as fast as possible and now it's down to the rider – me – to go out there and race."

"Visits to the MX track are far more relaxed. We prep the bikes, fuel them up and twist the throttle. It's back to basics and it's great fun!"



THORMX.COM

DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO.UK



TH
OR
16

REVEL IN THE ROOST

FOCUS ON THE FINISH
THE ALL NEW 2016 SNIPER GOGGLE.

CHAMPIONS CHOOSE DUNLOP.

SHAUN SIMPSON
MX1 BRITISH CHAMPION 2015.



MX3S



/Dunlop.UK



@DunlopLive



DUNLOP
FOREVER FORWARD